



## Calexico West Land Port of Entry

# fact sheet

### Location

200 East First Street  
Calexico, CA 92231

### Funding Status

Project Design - Fully Funded  
Phase 1 - Fully Funded  
Phase 2A - Fully Funded  
Phase 2B - Currently Unfunded

### Facility Size (Planned)

333,800 Gross Square Feet  
(Including Canopies)  
17.8 Acres (Project Area)

### Project Costs

Project Design  
& Land Acquisition - \$24 Million  
Phase 1 - \$98 Million  
Phase 2A - \$191 Million

### Project Phasing & Completion Schedule

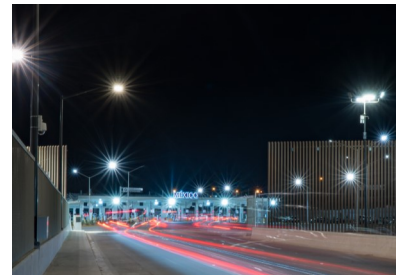
Phase 1: Southbound vehicle lanes and bridge, northbound vehicle inspection and operations building. Phase 1 was completed in September 2018.  
Phase 2A: Six additional northbound privately owned vehicle (POV) inspection lanes, permanent southbound POV inspection, expanded secondary inspection and adding a pre-primary canopy, new administration building, and employee parking structure  
Phase 2B: Old port building demolition and construction of new pedestrian building

### Project Overview

The Calexico Land Port of Entry (LPOE) is the main border crossing linking the important Imperial Valley agricultural industry to the State of Baja California. The port processes about 20,000 northbound vehicles and 12,500 northbound pedestrians daily. The port's pedestrian and vehicle inspection facility, built in 1974, could no longer accommodate modern traffic loads and security requirements.

To increase vehicle and pedestrian capacity and support the Department of Homeland Security's ability to conduct its rapidly changing mission, GSA is reconfiguring and expanding the existing port. The project involves the creation of new pedestrian and privately owned vehicle (POV) inspection facilities, expanding the port on the site of the former commercial inspection facility, whose operations moved to Calexico East in 1996. Primary POV inspection facilities will include 16 northbound lanes and five southbound lanes. There will be a new administrative space, a new administration building and 360 port staff parking spaces.

The project will be constructed in two phases. Phase 1 consisted of three southbound POV lanes and a southbound bridge over the New River, ten northbound POV inspection lanes with primary and secondary inspection canopies, booths and inspection equipment, a new operations building, and sitework to accommodate those facilities on the sloping site.



Phase 2 will be broken into two sub-phases (2A and 2B) to include additional sitework, demolition of the existing port building, a new pedestrian processing facility, administrative offices, five southbound POV inspection lanes with canopies and booths, and six additional northbound POV inspection lanes.

Once complete, the project will provide the port with adequate operational space, reduced traffic congestion, and a safe environment for port employees and visitors.

### Primary Tenants

U.S. Department of Homeland Security - Customs and Border Protection (CBP)  
U.S. Department of Homeland Security - Immigration and Customs Enforcement (ICE)

### Energy & Sustainability Requirements

As a Design Excellence project, GSA is incorporating sustainable features aimed to minimize the port's overall environmental impact with energy savings of 25 percent. The project was designed in 2007 to meet the United States Green Building Council Leadership in Energy and Environmental Design (LEED®) criteria for a LEED Silver rating, and the final design incorporates the current requirement for LEED Gold.

### Architect

Perkins+Will, Inc.

### Construction Management

Phase 1 - Jacobs Technology, Inc.  
Phase 2— To be determined

### General Contractor

Phase 1 - Hensel Phelps  
Construction Company  
Phase 2A - To be determined  
Phase 2B- To be determined

